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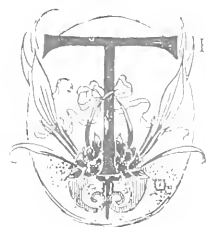


Class

Book

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INTRODUCTION . . .



THAT part of the South lying between Atlanta, Montgomery, and Selma, possesses a peculiar charm. It is the line of the new South, a transition from the old to the new South. The best illustrations of the old plantation life were once presented upon the sugar hills, and in the rich valleys of this section of the States of Georgia and Alabama -- life which has already become half legendary but is still typified by the imposing mansions, magnificent in their architecture and location, so frequently seen both in country and town.

But the most interesting features of this section are found in the energetic industrial development of the new South, rather than in the decaying landmarks of the old regime.

The busy manufactories, with their armies of workmen, the fields glowing with the purple of the grape and the gold of the peach; fine cattle grazing in green pastures; cotton fields white with the fleecy staple, interspersed with fields of rich red grain; new towns, new churches, and new schools; a teeming, busy population all intent on the devel-

g.
of healthful climate, and
regions farther to the north. The
products is hardly equaled by that of any
general farming, to fruit and vegetable







TRANSPORTATION FACILITIES.

That portion of Western Middle Georgia under consideration is traversed by the Atlantic and West Point Railroad, which runs from Atlanta to West Point, where it becomes the Western Railway of Alabama, and goes on to Montgomery and Selma, Ala. This railway affords unexcelled facilities for both passenger and freight traffic. At the eastern end of the line is Atlanta, the capital of the State, the largest city in the territory east and south of a line drawn from New Orleans to St. Louis, and from St. Louis to Louisville and Washington. Here it connects with a dozen other railways that lead to every market and every important manufacturing center in the South. At the river it connects with a number of other lines, and makes a direct transport line from the mountains to the Gulf of Mexico.

Atlanta affords a good home market for all country products. Rapid transportation facilities enable the producer to gather fruit and vegetable crops in the mountains, and to have them ready for breakfast the next morning. Milk, cream, and butter can be sent to Atlanta, and ready for morning delivery. These producers can, of course, send their products to the coast, or to the States shipping a longer distance. Freight and passenger rates are reasonable.



STEAMSHIP ON THE ATLANTIC RIVER.







STATION AT COLLEGE PARK.

College Park, Ga.,

is situated eight miles from Atlanta, in Fulton County, and is the most desirable suburb of Atlanta. With a population of about one thousand, made up mainly of professional and wealthy people, who do business in the city, it is an ideal home place. Some of the handsomest residences in Georgia are here. A short road, almost as smooth as a floor, leads out from Atlanta, making

a most attractive driveway, and a resort for cyclists. The railroad facilities are the best—twenty-four trains daily, at five cents commutation fares. The prettiest depot in the State is here, constructed of buff brick and stone, at a cost of \$5,000. The elevated situation, thorough natural drainage, good water, and equable climate, make it a thoroughly healthy location.

Although the town is less than six years old, it is an educational center. Here is the home of the SOUTHERN MILITARY COLLEGE, well officered and well equipped for the education of boys and young men. The most attractive feature of the place is the noted SOUTHERN FEMALE COLLEGE for girls. This famous insti-



GROUP OF COLLEGE STUDENTS





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RESIDENCE ASSETT.

Red Oak, in Carroll County, is a new village of about four hundred inhabitants. As a rule, the farmers own the lands they cultivate. There are some small cotton fields and vineyards here, and there is some market gardening, but cotton is the chief product. There is an abundance of timber near, and this would be a splendid home for a lumber, turpentine and cotton mill. It is so close to the Gulf of the States, open to the ocean by the river, that the exports



STATION AT FAIRBURN.

Fairburn, Ga.,

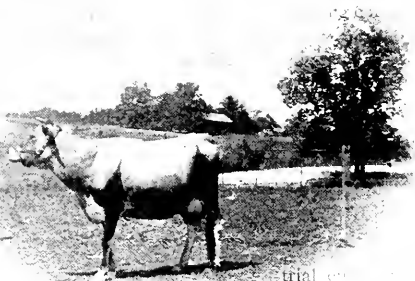
The county seat of Campbell County, is eighteen miles southwest of Atlanta.

The town has a population of one thousand, and does a commercial business of about \$300,000 annually.

The cotton receipts amount to about seven thousand five hundred bales each season. There are excellent schools; the

leading white school is attended by an average of one hundred and forty pupils. Town taxes, including the school tax, are only 50 cents on \$100. There are Baptist and Methodist churches. Here are two grist-mills and two ginneries. Fairburn is situated on the dividing ridge between the Chattahoochee and Flint Rivers. A peculiar physical feature is that the rain which falls on the west side of the railroad, dividing the town, flows into the Chattahoochee; and that which falls on the east side flows into the Flint River. In easy access of the town is an inexhaustible supply of granite, some of it so fine grained and hard that it takes the highest polish. As showing the extreme healthfulness of the place, there are fifty or more old people in the community between the ages of eighty and one hundred years. The railroad furnishes the best facilities for reaching Atlanta, selling commutation tickets at half a cent per mile. Nearby is a celebrated mineral spring—the Trentham Spring—a lithia water valuable in kidney and nervous troubles. This spring furnishes a good opening for a sanitarium or summer resort. The chief industrial enterprise of the town is the harness and saddle factory of Messrs. McCurry & Inman, which employs sixty hands and has a weekly pay-roll of \$450. This factory employs five travelling sales-men, and places its annual product of over \$150,000 in the States of Virginia, Kentucky, North and South Carolina, Georgia, Florida and Alabama.





ALAN PALMETTO.

Coweta, Ga., is thirty miles from Atlanta and nine miles east of Newnan. A company of Newnan gentlemen have here one hundred and twenty-five acres planted in peaches, and one hundred and twenty-five acres in grapes. The soil is well adapted for fruits, and abundant and superior crops are gathered each year. Land in this section can be had in any quantity desired, and at most reasonable prices. Here is located one of the most complete wineries in the South, having a capacity of one hundred thousand gallons of wine per season.



Powells, Ga., Or Powellsville, is thirty-five miles from Atlanta. The soil, a sandy loam, is the very best for fruit. In grape culture, more than forty thousand vines are in bearing in tracts of one mile. These lands can be bought at from \$5 to \$10 per acre. A public ginney, with a capital of \$5,000, gins twelve hundred bales of cotton annually, and two stores do a good business. There is a gin plant, blacksmith shop, a good school, and two churches. A good class of home-seekers would be warmly welcomed.



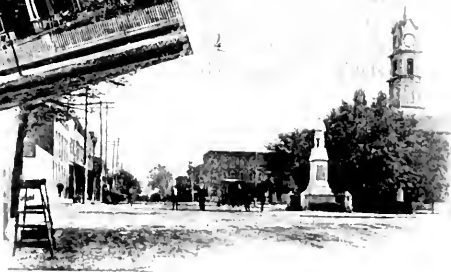
VINEYARD NEAR COWETA

NEWNAN, is the county seat of Coweta County, Georgia, twenty miles southwest of Atlanta, on the intersection of two trunk lines, and has a population of over



COTTON MILLS, NEWNAN

thousand. Epidemics are unknown. The health of the city is exceptionally good, making it a most desirable location. Newnan has one of the best conducted public schools shown in the State, and well known educators. The city has a splendid system of water works, and is lighted by electricity. It has an elevation of nine hundred and fifty-five feet above the sea, and lies on the watershed of the Chattahoochee and Flint Rivers. The drainage is perfect, while the water is the purest freestone. The mild climate, without extremes of heat or cold, and is it an ideal place of residence. Coweta County produces about twenty thousand bales of cotton annually, of which about fifteen thousand is marketed at Newnan from wagons. Newnan is surrounded by a splendid farming country, the lands being adapted to cotton, grain, grasses, fruits, grapes, etc. Land can be bought at very reasonable prices, from \$10 per acre upward, according to the proximity to town and the character of improvements. Newnan is an important commercial center; all classes of merchandise are sold, and the merchants have ample capital. There are three banks with a combined capital of \$155,000. The dairy industry is small as yet, but is growing. The plentiful Bermuda pastures and the Jersey cattle of the section make this a profitable branch of farming. A creamery and cheese factory would find this a splendid opening. The manufacturing interests of the city are extensive. Two cotton mills, manufacturing fine grades of cotton yarns and ball thread, run on full time, and employ large forces





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ORCHARD, N.E.



PEACH ORCHARD, MORELAND.

There is a mill of a public sawmill, a general repair shop for wood and machinery. A crate and basket factory, operated by the DeKalb Manufacturing Company, is a flourishing enterprise, employing twenty-five hands, many of whom are women and children who earn from \$1.00 to \$1.75 per day. The product of this factory is shipped throughout Georgia, Alabama, South Carolina and Florida. There are two churches and one school.

Moreland, Ga.,

Moreland is situated in Southern Georgia, about 20 miles from the Georgia-Alabama line. It is a town of 100 people, all white, with about forty persons. It is the center of the peach, the pear, the plum, the grape and small fruits. During last year twenty-five car loads of peaches to the various parts of the country. About two thousand five hundred bales of cotton are shipped annually. Lands are very productive; those close in are valued at \$60 per acre; lands further out sell at from \$10 to \$30 per acre.

The industries consist

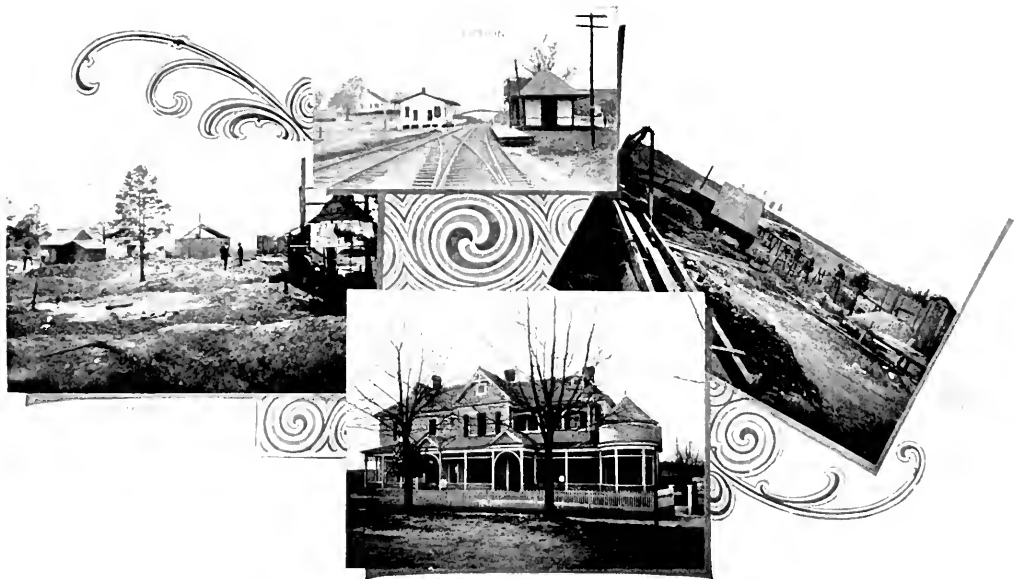


PEACH ORCHARD, MORELAND.

St. Charles, In Coweta County, is a thriving village, situated on the Atlanta and Marietta railroad, and is the principal depot for the transportation of merchandise from and to the country lying between the cities of Atlanta and Marietta. The soil is well adapted to the culture of cereals, and is especially well adapted to the culture of grapes and other fruits. Splendid orchards are to be seen in the vicinity. Lands about the depot can be bought for from \$100 to \$150 per acre, and from \$10 to \$20 per acre. Several fine producing orchards and vineyards are situated in the vicinity.



Grantville, In Coweta County, is a thriving village, situated on the Atlanta and Marietta railroad. Within a radius of ten miles is a population of more than 100,000 people, and a thriving farming class. It is elevated about 100 feet above the sea level. There are two churches, a Baptist and a Methodist, each having large memberships. There is a good school. The fertile soil makes it an excellent locality for home industries, while the proximity to other substantial encouragement to manufacturing enterprises. Fruits, berries, and other products are raised here. The town has a public ginney and two grist-mills, and is a great center for the collection of cotton annually. The Grantville Hose Works, employing about 50 men, and producing about two dozen pairs of hose per week, is the chief manufacturing industry. Two miles from the town is the well known Wilkes' Gold Mine, operated by Boston capitalists, equipped with modern machinery and producing a satisfactory output. There are two other gold mines in the vicinity where gold is mined in paying quantities.



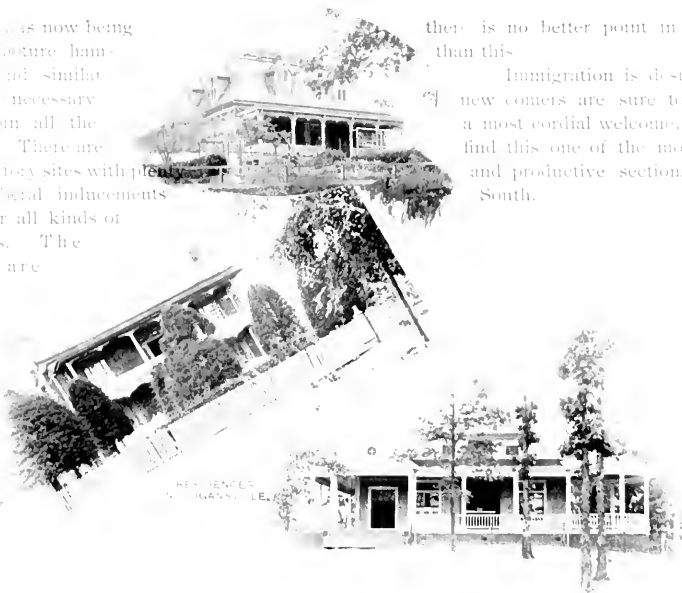


HOTEL - HOGANVILLE.



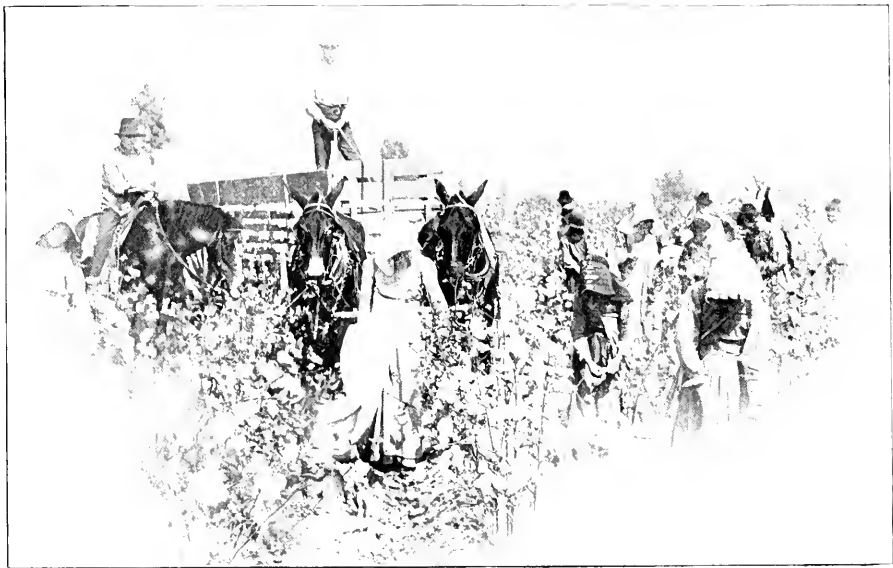
STOCK VIEW NEAR HOGANVILLE.

A factory is now being
 located in the immediate ham-
 ble of this and similar
 offerings will necessary
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 can be can use. There are
 some superior factory sites with plenty
 of water, and liberal inducements
 will be offered for all kinds of
 manufacturing enterprises. The
 farming lands are
 remarkably pro-
 ductive, and can
 be bought at from
 \$10 to \$15 per
 acre. Some
 land is grass
 has been down
 and is yielding
 well to raising
 For a creamery



there is no better point in Georgia
 than this.

Immigration is desired, and
 new comers are sure to receive
 a most cordial welcome, and will
 find this one of the most fertile
 and productive sections of the
 South.

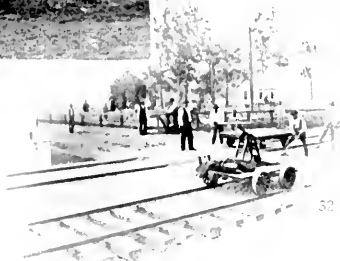


COTTON PICKERS, NEAR HOGANSVILLE, GA.



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La Grange, Ga.,

The capital of Troup County, seventy
one mile southwest of Atlanta and
one hundred and fifty miles from Macon,
has a population of five thousand. The taxable property of
the city amounts to more than two million dollars, with no
bonded debt, and the tax rate for all purposes is only six
and one-half mills. The city occupies a commanding
situation eight hundred and fifty feet above the sea level,

with a natural drainage
that insures perfect freedom from malaria, and gives the city the
deserved reputation of one of the healthiest points in the country.

It is at once a manufacturing city, a commercial
city, an educational city, and a city of homes.
There are many antebellum mansions, and
scores of modern residences that add
greatly to the beauty and attractiveness
of the town.

Flower gardens abound in all por-
tions of the city, about the stately
residences and modest cottages alike.
"The Terraces," the name by which



STATION, LA GRANGE



SCENES NEAR LA GRANGE



RESIDENCES



carries with it an honor well

earned. All are engaged

in a large public school

receiving pupils coming

from many States

and Territories. There

are two Methodist, two

Baptist, two Presbyterian

and one Episcopal church.

A splendid system of water

works furnishes an abundant

supply of water for fire, domestic

and manufacturing

purposes. The streets are lighted by electric and

gas lights. There are two banks, which combine

capital and surplus of \$1,000,000. There are

three cotton factories. The L. Grange Mills has

five thousand spindles,

and manufactures cloth

extensively, using ten to

twelve thousand bales of cotton

daily. The Dixie Mills



OLD MANSION,
LA GRANGE.



GROUP OF STUDENTS
LA GRANGE
FEMALE COLLEGE



GROUP OF STUDENTS
SOUTHERN FEMALE COLLEGE

has fifteen thousand

spindles, and three

thousand and eight hundred

yards of fabric, using ten to

twelve thousand bales of cotton

daily. The Troupe Factory has

four thousand spindles and fifty-two looms,

using ten thousand bales of cotton

daily, and manufactures

clothing, shoes, stockings, hats and

trunks. These mills represent a large

industry, and are owned and

operated by the people.

Among other manufactures is an

oil mill of large capacity, a

guano mill, two

planing mills and various

work shops, a grist-

mill, saw log and sugar

factories, sawing

mill, saw log and sugar

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ARM SCENE, LA GRAS.

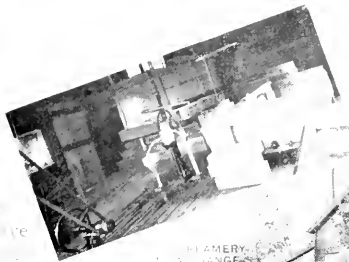
A black and white photograph showing a man in a dark suit and hat standing next to a horse-drawn carriage. The carriage is a simple, open-sided vehicle with large spoked wheels. Two horses are harnessed to the front of the carriage. To the left of the carriage is a large, dense, leafy tree. In the background, there is a fence and some distant trees. The overall scene is outdoors, possibly in a rural or park setting.

Figure 1. $\Delta H_{\text{cal}}^{\circ}$ vs. T_{cal} for the

A considerable number of northern people from the States of Pennsylvania, Ohio, Illinois, Indiana and Michigan have purchased homes in the vicinity of La Grange within the past few years.

With few exceptions, have found great satisfaction in their adopted State. Each season sees an increase in the colony of northern people. The Grange cordially welcomes all new comers.

The country surrounding the Grange is fine for the growing of peaches and other fruits, and for a variety of grains and the early products of the soil are sold at very low prices. The Atlanta and West Point Railroad does everything possible to encourage such comers to locate on the line of the road. German gardeners and farmers, especially, would find this locality particularly attractive.



REAMERY
LA GRANGE



WINDYVILLE

1880

WINDYVILLE, N. C. - A small town in the mountains of North Carolina.

It is situated on a hillside, and is surrounded by mountains.

The town is known for its beautiful scenery and its friendly people.

It is a good place to visit if you are looking for a quiet and peaceful spot.

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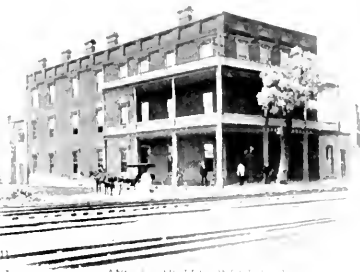
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West Point, on the other hand, it consumes and exports a total of 1,000,000 pounds of iron annually, and its sales of iron reach nearly four thousand barrels. It also exports 1,000,000 pounds of iron. Among the manufacturing enterprises of West Point are Old Mill, West Point Iron Works, West Point Manufacturing Company, Galeton Cotton Mills and Lanett Cotton Mills, besides other smaller industries. The Galeton Mills run five thousand spindles and one hundred and fifty looms, using three hundred bales of cotton monthly, the product being duck and osenabargs. It employs one hundred and seventy hands, with a

monthly pay roll of \$82,000. The West Point Manufacturing Company runs twelve thousand spindles and three hundred and thirty looms, making drills, ducks and osenabargs; it employs three hundred and forty hands, with a monthly pay roll of \$72,000. The Lanett Cotton Mills run twenty-seven thousand spindles and seven hundred looms, and consumes one thousand bales of cotton monthly, producing sheetings, drills, fancy ducks and sateens. It employs seven hundred hands, and has a monthly pay roll of \$120,000. The combined industries of the vicinity have a monthly pay roll of about \$250,000, and insure a lucrative business

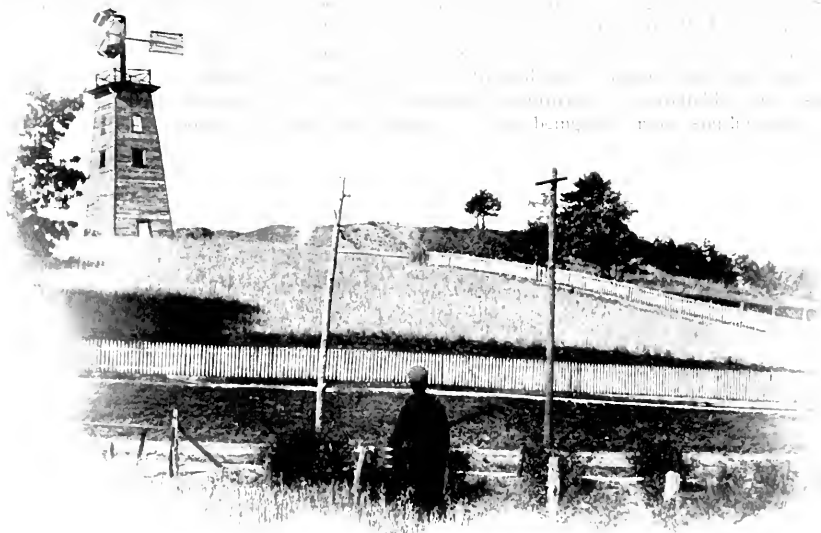


ANNE'S HOTEL, WEST POINT





RESCUES AT WEST FRONT.





MAIN ROAD NEAR WEST POINT



SCENE N: WEST POINT

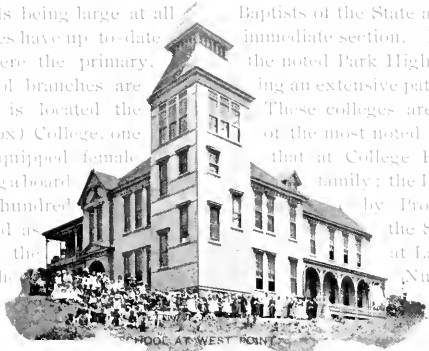


MAIN ROAD NEAR WEST POINT

Educational Advantages of the Chattahoochee Valley.

AT every village and town along the line of the Atlanta and West Point Railroad are located high class public or high schools, where thorough teaching is the rule, and where can be acquired a good common school education. The schools are all well equipped and well patronized, the attendance of pupils being large at all of them. Several of the places have up-to-date public school systems, where the primary, intermediate and high school branches are taught. At College Park is located the famous Southern Female (Cox) College, one of the largest and best equipped female colleges in the country, having a boarding capacity of over two hundred pupils. At La Grange, noted as an educational center since the foundation of the city, is the La Grange Female College,

owned by the North Georgia Methodist Episcopal Conference, having about one hundred boarding pupils and more than that number from local patronage. Here, too, is the Southern Female College, located more than half a century ago, and enjoying a most liberal patronage from the Baptists of the State and from the people of the immediate section. La Grange is the home of the noted Park High School, for boys, enjoying an extensive patronage from a wide circle. These colleges are presided over by some of the most noted educators of the South—that at College Park, by the noted Cox family; the La Grange Female College, by Prof. Rufus W. Smith, and the Southern Female College, at La Grange, by Rev. G. A. Nummally, the well-known and eminent Baptist di-









vine These colleges number among their patrons pupils from nearly every State in the Union, and so high is the standard of scholarship, so thorough the training, and so good the general health of the pupils, that the patronage of each is increasing yearly, and their buildings and equipments are constantly being enlarged and improved.

Manufacturing in the Chattahoochee Valley.

THE low taxes in Georgia, abundant labor, the ability to work every day in the year, the reliable character of the labor, absence of strikes, and cheapness of living—all especially applicable to the Chattahoochee Valley—will eventually make this section the center of manufacturing, especially of cotton goods. The tax rate of Georgia, excluding the school and pension funds, is only six and a half cents on \$100. During 1897 a total of thirty seven new mills were erected in the

Southern States, with two hundred and fifty-six thousand seven hundred and eighty spindles and five thousand six hundred and seventy-two looms. The Chattahoochee Valley has secured its full share of these new enterprises; the section traversed by the Atlanta and West Point Railroad has ten cotton mills, five oil mills, and one hammock and twine factory. Among the other industries along this

line of road are several foundry and machine shops, boiler and engine works, a creamery, cheese factory, canning factory, tannery, several fertilizer factories, mattress factory, spring bed factory, cotton compress, bucket factory, crate factory, buggy, carriage, and wagon factories, three harness factories, collar factory, shoe factory, several gin, grist, and grain-mills, monument works, granite quarries, and several wineries, not counting the many industries of Atlanta. This makes up a long list of enterprises covering a line only about eighty miles in length. One striking feature of the manufacturing interests upon this line is that nearly all the capital invested in them has been furnished by home people; the large earning capacity and ample profits of these manufactories belong to home capital. While this is true, the people desire to see these manufacturing interests greatly increased and offer every inducement possible to secure any class of manufacturing industry. Suitable sites with abundance of running water abound along the line of the road. Many towns and cities offer free sites for industrial enterprises, and taxes so low as to amount almost to total exemption.

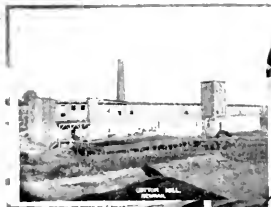


COTTON MILLS, WEST POINT.

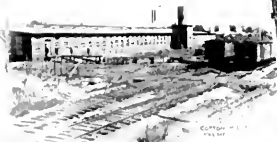


OIL MILL
MAY 1911

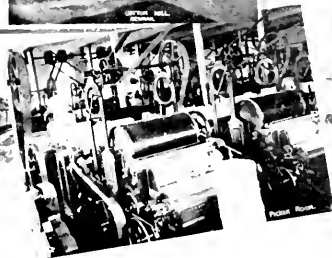
LA BARRIE
COTTON MILL



COTTON MILL
MAY 1911

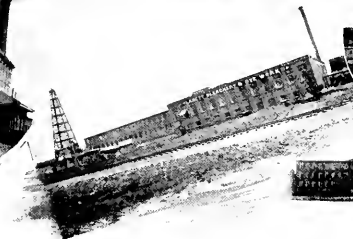
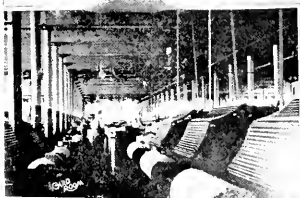
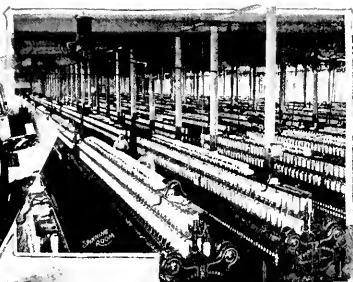
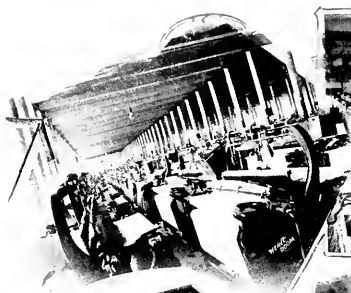


COTTON MILL
MAY 1911



COTTON MILL
MAY 1911





Dairying in the Chattahoochee Valley.

THE Chattahoochee Valley, from Atlanta to West Point, is peculiarly well adapted for profitable dairying. The Bermuda grass makes its home here and furnishes grazing for cattle nine months out of twelve, while corn, the small grains, farm grasses, and clovers all grow in greatest perfection. In this climate the red clover is almost perennial; fields seeded with it furnish two and, in seasonable years, three cuttings of hay annually, for ten or more years without reseeding.



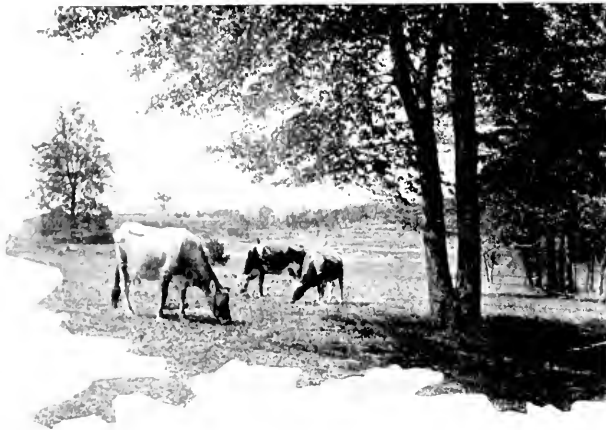
GRAZING SCENE NEAR LA GRANGE.

There is no better hay or one which yields more abundantly than Bermudagrass. Three cuttings a year are common, and the yield is from three to six tons of hay per acre, according to the richness of the soil. The corn plant grows to perfection, and whether used for milling or cut and shredded for hay, makes the best of cattle food. Springs and creeks abound everywhere, and there is hardly a farm in all the valley that is not abundantly watered by these small streams. Tuberculosis, so dreaded by the Northern and Western dairymen, is unknown here, and the much talked of "Texas fever" is alike unknown. Cattle are healthy, vigorous, and productive. One pound of butter per day for each cow in a herd is common.



THE HERD IN A GRANGE

The following is a list of the names of the persons who have been
 elected to the office of the President of the American Medical Association
 for the year 1900. The names are given in the order in which they were
 elected, and the names of the persons who were elected to the office of
 Vice-President are given in parentheses. The names of the persons who
 were elected to the office of Secretary are given in parentheses. The
 names of the persons who were elected to the office of Treasurer are given
 in parentheses. The names of the persons who were elected to the office of
 Corresponding Secretary are given in parentheses. The names of the
 persons who were elected to the office of Recording Secretary are given in
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 Auditing Secretary are given in parentheses. The names of the persons
 who were elected to the office of Executive Secretary are given in parentheses.

The first thing I saw when I
came to the place was a
large, open field with a few
small trees and a few
cattle grazing. The
cattle were all black and
white, and they were all
looking at me. I was
very surprised to see them
all looking at me. I was
very surprised to see them
all looking at me.

The first thing I saw when I
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large, open field with a few
small trees and a few
cattle grazing. The
cattle were all black and
white, and they were all
looking at me. I was
very surprised to see them
all looking at me. I was
very surprised to see them
all looking at me.





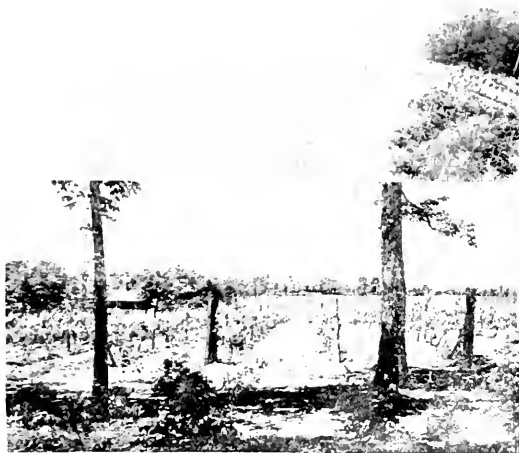
Fruit Growing in the Chattahoochee Valley.

FROM Atlanta, running westward, the Atlanta and West Point Railroad follows a ridge on the dividing line between the Chattahoochee and Flint Rivers. The land is elevated and well drained, and the nature of the soil is such as to produce a perfect fruit. Nowhere else does the peach grow to greater perfection.

The native apples do remarkably well, and some of the apple orchards of this section have proven most profitable investments. This is especially true of the celebrated Yates apple, which originated in Campbell County. Hundreds of acres have been planted in peaches, and many thousand trees are now bearing, yielding an abundant and profitable crop. The large orchards along the railroad present a scene of thrift most pleasing. Hundreds of other acres have been planted in grapes, of which the yield has been phenomenally great, and when market conditions have been favorable, the profit in grape growing has been large. The peach crop is also a profitable one, especially the earlier varieties. Pears, quinces, the many varieties of plums, figs, and the numerous garden berries, all yield abundantly of the most perfect and



VINEYARD CULTIVATION.



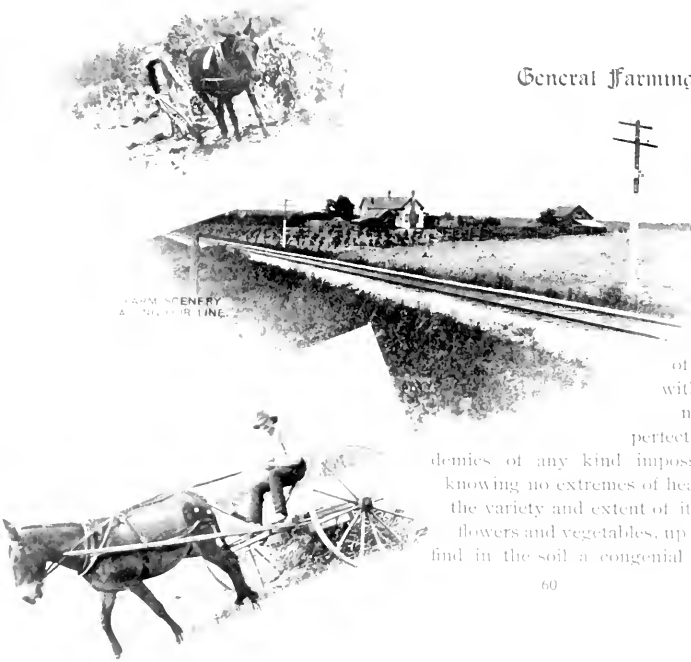
sified markets in all parts of the country. The Commercial Grapes of Georgia produce
of grapes on the line of the Atlanta and West Point Railroad, has been the source of supply
manufacturers of domestic wines, and the beginnings of what is becoming a large and
profitable industry have already been made at Coweta, Ga., by the Vine Vista Wine Company.



WINE VINEYARD, COWETA, GA.

General Farming in the Chattahoochee Valley.

BEGINNING at Atlanta, and down to the Alabama line at West Point, embracing what is known as Western Middle Georgia, is a region possessing every requisite to secure success in farming as well as in other pursuits. The lands consist of undulating plains interspersed with streams and rich valleys. The natural drainage of the country is perfect, malaria is unknown, and epidemics of any kind impossible. The climate is delightful, knowing no extremes of heat or cold, and the soil unrivalled in the variety and extent of its productions. The most delicate flowers and vegetables, up to the hardy corn and cotton plants, find in the soil a congenial home, and on a system of inten-





VINEYARD, WETA



THE HOUSE NEAR MORELAND.



AR PLOANS



CHM ENER

RÉSUMÉ.

A RÉSUMÉ of the advantages and attractions of the Chattahoochee Valley includes the cities and towns specifically described, and the Educational, Manufacturing, Dairying, Fruit Growing and General Farming interests, briefly mentioned in the foregoing pages.

All these varied and expanding interests are located within the distance of eighty-seven miles measured by the line of the Atlanta and West Point Railroad.

In no other section of equal area in the South can so many and so varied industries be found, or so large a development of the higher forms of civilization represented by churches, schools, and highly organized social communities.

Commencing at the State line between Georgia and Alabama at West Point, the Western Railway of Alabama becomes the continuation of the Atlanta and West Point Railroad through eastern Alabama, forming junctions with the large railway systems centering at Opelika, Montgomery and Selma.

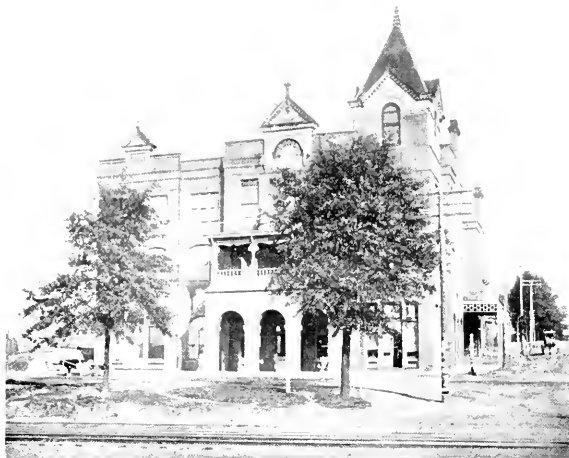
The prosperous cities and important manufacturing and educational centers of this portion of Alabama are described in the following pages.



THE VINEYARD

Opelika, Ala., The county seat of Lee County, is situated at the junction of the Western Railway of Alabama, with the Central of Georgia Railway and the

Lafayette Railway. It is one hundred and nine miles from Atlanta, one hundred and twenty-five miles from Birmingham, and twenty-nine miles from Columbus. In altitude it is eight hundred and twelve feet, and is the third highest point in Alabama. Opelika has a population of over six thousand, being the second largest city in East Alabama. It has five railways, with twenty-six passenger trains arriving and departing from its depots daily. It is the center of a great farming and fruit country; the finest Jersey dairy, and finest scuppermong vineyard in the State is here. The supply of timber is extensive, while the railroads bring the coal fields into close touch. Opelika is on the great highway of



COOPER HOTEL, OPELIKA

travel between the cardinal points — has the same night rates as Atlanta, Montgomery, Columbus, etc. It has the finest Court House in the State, a new \$40,000 hotel, other hotels, numerous



RESIDENCES
OF ELLEN



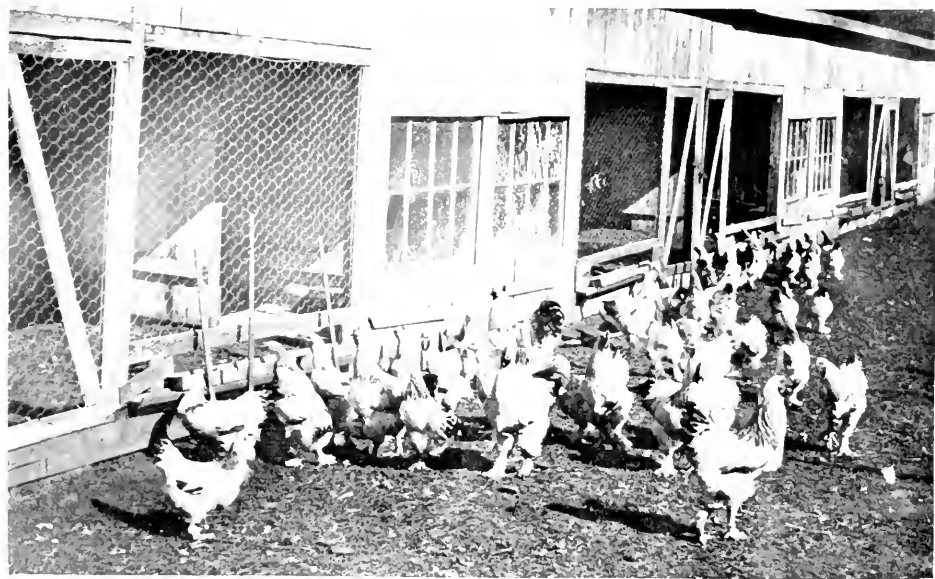
churches and schools, an elegant opera house, a perfect system of water-works and electric lights; and is the commercial center of East Alabama. Three flourishing banks furnish ample capital.

Opelika has, among other enterprises, flouring and grist mills, brick yards, iron foundry, oil mills, guano factory, planing mills, an oak mantel factory, an ice factory, and the largest cotton compress in the South, except one at New Orleans. Coal, wood and iron are very cheap. Opelika invites more manufactories. A cotton factory would find here a most advantageous site. Labor is abundant and reliable, and the citizenship of the community is moral and orderly. Opelika is a city of homes; over \$100,000 was expended here in 1897 in the erection of new residences.

Opelika's wholesale houses handle the greater part of the trade in East Alabama. The receipts of cotton average forty thousand bales per annum. The farmers are home producers, and are independent and progressive.



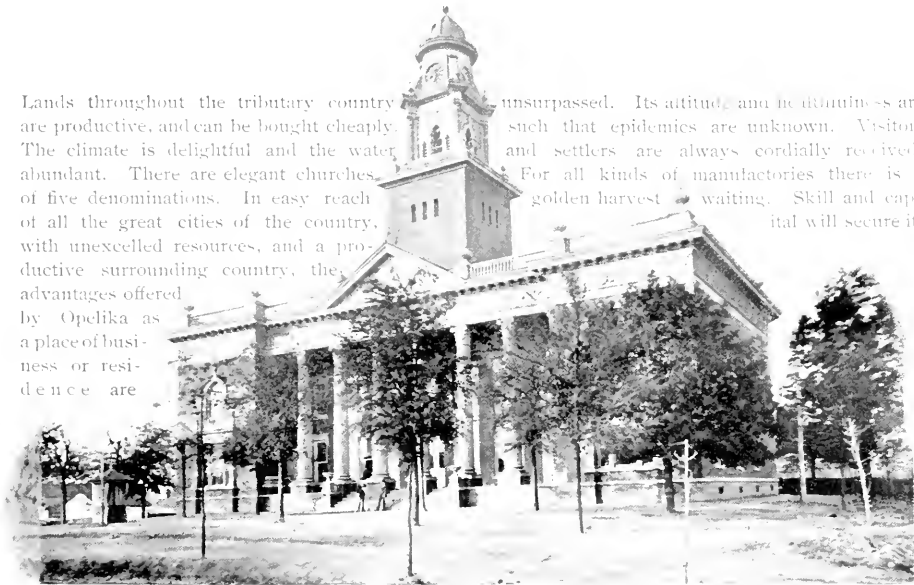
DAIRYING
NEAR OPELIKA



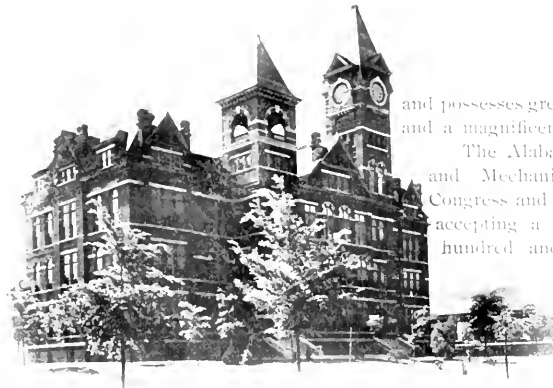
CHICKENS IN FRONT OF BARN

Lands throughout the tributary country are productive, and can be bought cheaply. The climate is delightful and the water abundant. There are elegant churches of five denominations. In easy reach of all the great cities of the country, with unexcelled resources, and a productive surrounding country, the advantages offered by Opelika as a place of business or residence are

unsurpassed. Its altitude and healthfulness are such that epidemics are unknown. Visitors and settlers are always cordially received. For all kinds of manufactories there is a golden harvest waiting. Skill and capital will secure it.



OPELIKA HOUSE - OPELIKA



Auburn, Ala.

This is a beautiful residence place of seven thousand inhabitants, situated fifty-five miles east of Montgomery, on the Western Railway of Alabama,

and possesses great advantages in a fine climate, healthfulness, and a magnificent educational institution.

The Alabama Polytechnic Institute and Agricultural and Mechanical College was founded under Act of Congress and Act of the General Assembly of Alabama, accepting a Federal grant of land amounting to two hundred and forty thousand acres. This institution has a number of handsome buildings constructed by the State. The main building is a new and magnificent structure of four stories, containing forty-five rooms, devoted to purposes of instruction and investigation.

The farm buildings are numerous, well constructed and admirably equipped. The State Agricultural Experiment Station is connected with the college



AGRICULTURAL
AND MECHANICAL
COLLEGE

and conducts experiments at Auburn and in different localities for the improvement of agriculture throughout the State. The college is specially



devoted to teaching science and its industrial applications. It has a number of well equipped laboratories, filled with various and costly appliances for teaching modern science. Its mechanical and electrical laboratories are unusu-

RESIDENCE VIEWS IN AUBURN



THE FARM

ally well equipped. The chemical laboratory occupies a handsome structure of pressed brick, containing commodious rooms for instruction and investigation with complete equipment.

The departments of biology and physiology are equipped with valuable microscopes, microtomes, sterilizers, Pasteur filters, etc.

The department of Pharmacy is supplied with the full apparatus needed in pharmaceutical processes.

The faculty consists of sixteen professors and fifteen assistant instructors under the Presidency of Wm. LeRoy Brown, LL. D. The yearly attendance of students is about three hundred and fifty.

The full college course requires four years, and occupies much time in laboratory work.

The college is doing a work of great value to the South in fitting its students by a thorough scientific training for the successful performance of the duties now required for the industrial development of the country.



The Tuskegee Normal and Industrial Institute, Tuskegee, Ala.

THE Tuskegee Normal and Industrial Institute is situated one mile from the town of Tuskegee, Ala., which lies between Ooltah and Montgomery. This school was founded by Frederick T. Washington, on the 4th of July, 1881. In a little church thirty boys and girls as a nucleus, the Tuskegee Normal and Industrial Institute was born.

During the first year two hundred acres of land were purchased, and the erection of the first building—Porter Hall—was begun. Soon it became so crowded exclusively for the girls, was needed, and Mr. Washington set about raising money to provide for such a purpose.

He succeeded in this as in almost everything else in his life.

When his plan was successful, and

Porter Hall still remaining as the

home of the girls, was erected

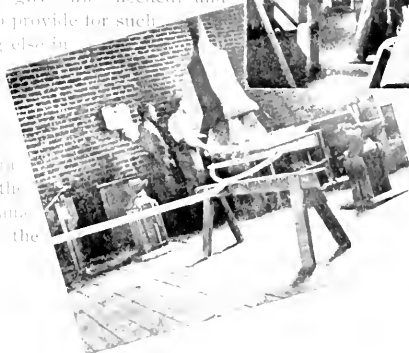
for the boys, and the school's life

continued to flourish, Mr. Washington

from the 1st of his mission to the

O. C. would be at the place here. The same

will be obtained by mentioning briefly the



STEELE'S
LAW AND
INDUSTRIAL
INSTITUTE

financial status of the school, and some of the things which enable it to develop the idea for which it stands.

The Tuskegee Industrial Institute stands for the training of the "Head, Heart and Hand." It is not, by any means, a college nor a university, but a school designed to prepare worthy young colored men and women for the various

Normal and Industrial for the uniform

profession of life. The course of study here is intended to give a thorough English education. None of the higher branches of study, which belong wholly to the universities and colleges, are attempted. Arithmetic, English grammar, geography, history, physiology, civics, composition, book-keeping, political economy, physics, algebra, geometry, chemistry, and nine months in the theory and practice of teaching comprise the important part of the course of study. The industrial side of Tuskegee is



OLD SOUTHERN MANSIONS
AT TUSKEGEE





TUSKEGEE NORMAL AND INDUSTRIAL INSTITUTE

worthy of note. In this phase of the work, three objects are kept in view, viz. First, to teach the dignity of labor. Second, to teach the students how to work, giving them a trade when thought best. Third, to enable students to pay a portion of their expenses in labor.

Tuskegee is trying to meet the long existing demand for a school in which colored young men and women

may receive a thorough industrial training. The following named departments will give some idea of this phase of work: Depart-

ments of agriculture, dairy, carpentry, carpentry repair, blacksmithing, printing, wheelwrighting, plumbing and foundry work, painting, shoe-making, brick-



INDUSTRIAL
INSTITUTE FARM





THE CHAPEL.

all day and go to school at night until they have enough money to go into the day school.

During the past year there was an average attendance of 1,072 students—males 706, females 366. 996 of this number were regular boarders. In all the departments—literary, industrial and executive 88 instructors and officers were employed. The property owned by the trustees is

masonry and plastering, brick-making, saw-milling, tinning, harness-making, tailoring, plain sewing, dress-making, cooking, laundrying, nurse training, house-keeping, bee culture, canning, stock-raising, architectural and mechanical drawing, and free-hand drawing. Students work in all these departments, and while learning their trades are paid something for their labor, thus enabling them to partly pay their expenses. Those who have no money work



ALARAMA HALL.

valued at about \$200,000. This property includes 2,267 acres of land. There are forty-two buildings used for various purposes. There are 417 head of live stock, including horses, mules, cows, oxen, pigs and sheep, and a large number of fowls.

An agricultural building, costing \$10,000, has just been completed. The Alabama State Legislature has recently appropriated \$1,500 to this school, to be used in establishing an agricultural experiment station here. Science Hall has also recently been completed. A new brick chapel, with a seating capacity of 2,400, and costing \$30,000, was dedicated March 23, 1898. Last in this connection is the new Trades Building, to be erected at a cost of \$30,000. This building has been begun, and when completed will be the home of the trades taught.

Aside from these things, Tuskegee is making itself felt, not only through its graduates and under-graduates, but through the Tuskegee Negro Conferences held here annually, in which the condition of the negroes in the "Black Belt" is discussed, and remedies suggested for existing evils. By all these means Tuskegee hopes to lift up and make better the poor and lowly who so much need help.

Tuskegee is connected with the Western Railway of Alabama at Chehaw, Ala., by the Tuskegee Railroad, about five miles in length. The town is one of the oldest in the South, and contains many well preserved specimens of old Southern architecture. It is surrounded by a fertile and highly cultivated country, and is the home of an enterprising population numbering about one thousand.



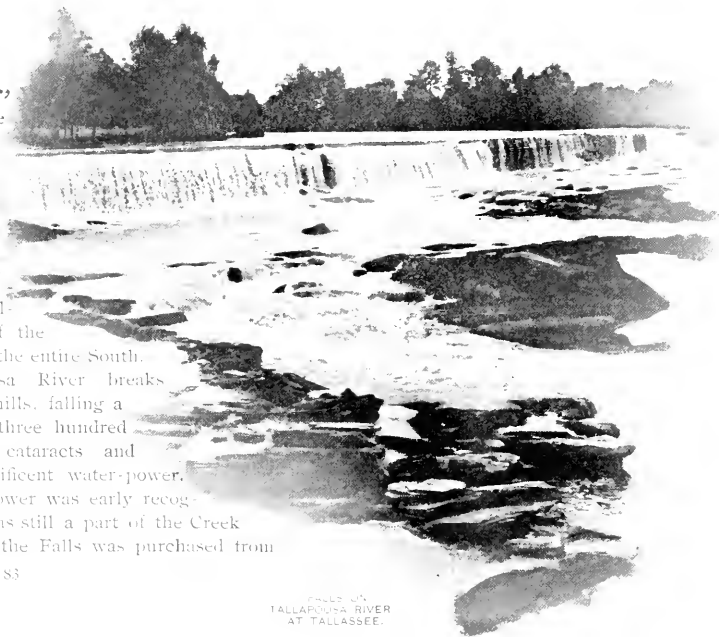
TALLANTEE FALLS MILL, 1900

Tallassee, Ala.,

Is situated on the Tallapoosa River, seven miles from Milstead, a station on the Western Railway of Alabama, twenty-five miles east of Montgomery, and is connected with Milstead by the Tallassee and Montgomery Railway. Tallassee is one of the most picturesque places in the entire South.

Here the Tallapoosa River breaks through the line of rocky hills, falling a distance of sixty feet in three hundred yards, making beautiful cataracts and representing a most magnificent water-power.

The value of this power was early recognized, and while the land was still a part of the Creek Nation, that portion about the Falls was purchased from



FALLS OF
TALLAPOOSA RIVER
AT TALLASSEE.

the Indian land in 1847 a small cotton mill was erected. This marked the beginning of the town, and soon afterwards the manufacturing town.

In 1870 a second large six-story cotton mill was erected, and in 1872 the Tallapoosa Falls Manufacturing Company was incorporated, representing the mills there. This company erected a third mill and warehouse in 1883, and now operates twenty-three thousand spindles, consuming twelve thousand bales of cotton annually, and gives employment to some eight hundred people representing a population of about two thousand five hundred souls.

In 1897 the Company commenced the full development of the water power, and the erection of a fifty thousand spindle mill, which will be completed in the near future. Upon the completion of this new mill, the number of spindles in operation will be about seventy-five thousand, consuming thirty-five thousand to forty thousand bales of cotton per annum, and supporting a population of ten thousand people.

The water power is so great that after supplying the mills, there will remain a large surplus, which it is proposed to transmit electrically to the city of Montgomery, thereby furnishing that city with electric power.

Tallapoosa is attractive to the visitor, both on account of the great natural beauty of its location, and the large development of its manufacturing interests.



NEW UNION STATION
AT MONTGOMERY.

Montgomery, Ala.,

Is closely associated with the history of the State, of which it is the Capital. Montgomery was founded the same year in which Alabama was organized as a territory, and was incorporated in the same month of the same year in which the State was admitted to the Union. The Alabama Indians had a town here called Hostile Bluff. As early as 1785 a

number of white traders had located here, but undoubtedly the earliest inhabitant was one Arthur Moore, who, in 1814, erected a cabin on the river bank near where the depot is now located.

Andrew Dexter, of Massachusetts was one of the first adventurers who made haste to grow rich by buying a share in the new city.

The town was first baptized "New Philadelphia." The advantages of the place must have been considered marked, even then, for the ensuing year, 1818, finds a number of Georgians buying a large tract of land adjacent to "New Philadelphia" on the west, and laying out there a town called "East Alabama."

On December 3, 1819, the Legislature of Alabama passed an Act consolidating New Philadelphia and East Alabama under the name of Montgomery, and eleven days later, on December 14, 1819, Alabama was admitted to the Union. The population of the place in 1820 was estimated at six hundred, composed of immigrants from almost every State in the Union.



STATE CAPITOL.

Descriptions of the Montgomery of the early days show a busy and prosperous community, with considerable commerce by steamboats operated on the Alabama River between Montgomery and Mobile.

Montgomery's charter as a city was granted in 1837. In February, 1836, ground was broken for a railroad from Montgomery to the Chattahoochee River, and thus was inaugurated an undertaking so significant to the life of any modern community. A charter had been granted in January, 1832, and a preliminary survey to West Point, Georgia, made. This enterprise was delayed by the financial crisis of 1837, and it was not until June, 1840, that any portion of the road was thrown open to the public, and then only twelve miles of it could be used. The company owned an engine, but it was so frequently out of order that they had to use horses a great deal. In 1841, when thirty-three miles had been opened to the public, the distance was traversed in between three and four hours at a speed of less than ten miles an hour. The first month's receipts of the railroad were \$500.

In 1851 the Montgomery and West Point Railroad was open to West Point, Georgia, a distance of eighty-seven miles. This road is known to day as The Western Railway of Alabama.

In 1845 the Capital of Alabama was moved from Tuscaloosa to Montgomery. The capitol building of to-day is in design substantially the same as that erected in 1850. The population of Montgomery, in 1850, was placed by the census of that year at eight thousand seven hundred and



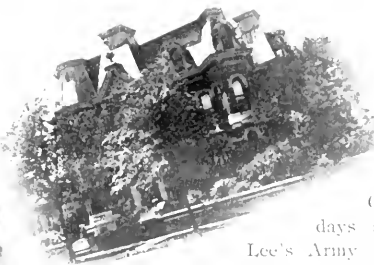
SQUARE N. MONTGOMERY

twenty-eight. In 1860 the population of Montgomery was one hundred and fifteen.

The civil war came on, and Montgomery, like many other Southern cities, made ready for it with some of that gayety of spirit that characterized the French "military promenade" of 1870. To adequately treat "Montgomery in the War," would require a separate sketch. Such a sketch would, in all probability, include an



RESIDENCE OF J. E. WILSON IN
MONTGOMERY.



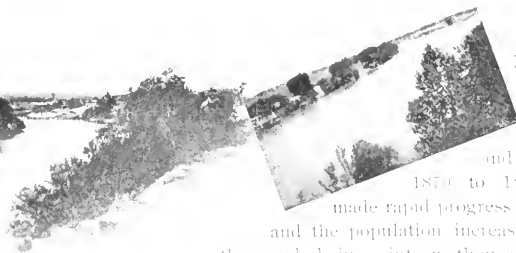
account of the assembly here of the Provisional Congress, and the establishment of the Provisional Government. Three days after the surrender of Lee's Army at Appomattox Court House, General Wilson's Cavalry reached Montgomery. In spite of the violent changes wrought by the war,



THE ALABAMA RIVER
AT MONTGOMERY

life as a community. The population at this time was estimated to be about twenty-seven thousand people. The population, including the suburbs, to day (1898), is estimated to be thirty-five thousand.

Montgomery has to-day the following railroads: Montgomery & Mobile Railroad (Louisville & Nashville), approaching from the South; North and South Railroad (Louisville & Nashville), from the North; The Western Railway of Alabama, extending from Atlanta, via Montgomery to Selma; Central of Georgia Railway, connecting Montgomery with Savannah via Entaula; Alabama Midland Railroad, connecting Montgomery and Bainbridge and forming a part of the Plant System; Georgia & Alabama Railway, extending from Montgomery to Savannah; Montgomery, Tuscaloosa & Memphis Railroad (Mobile & Ohio), extending from Montgomery northwest.



Montgomery not only held her own, but steadily increased in wealth and population. From

1870 to 1880 Montgomery made rapid progress in every direction,

and the population increased more than six thousand, being sixteen thousand seven hundred and thirteen in 1880. From 1880 to 1890 the town

took on all the more distinguishing marks of its present

life as a community. The population at this time was estimated to be about twenty-seven thousand people. The population, including the suburbs, to day

(1898), is estimated to be thirty-five thousand.

exactly in the center of the three great sources of wealth—timber, minerals and agriculture—that are giving such impetus to Alabama's development, and has such close connection with every part of the State that every station on Alabama's nearly three thousand miles of railroad may be reached in one day. The Alabama River, navigable during the entire year, connects Montgomery with the Gulf of Mexico.

No city is more completely equipped with all the conveniences that make the modern city than Montgomery. Its water-works supply fifty million gallons of pure artesian water daily. Its streets are lighted by Brush Electric Lights, and its dwellings and business houses by incandescent electric light and gas. A complete system of street railway is in operation, and a thorough system of sanitary sewerage has recently been completed. That such a city should have good hotels, churches, free public schools, theaters, telephones, etc., goes without saying.

Montgomery does an annual business of over \$50,000,000; manufacturers are rapidly becoming an important element of its wealth, while millions have been recently expended in improvements.

Montgomery invites attention to its claims as the best location for business, either commercial or manufacturing, that the developing South affords.

Alabama has three sources of wealth—agricultural, mineral and timber. The mineral belt lies across the northern third of the State, and there more than \$100,000,000 have been expended within the past five years in opening coal and iron deposits that surpass those of Pennsylvania.

The timber belt lies across the southern third of the State, and three billions of feet of yellow pine stand untouched in the virgin forest, while a hundred saw mills are humming along the railroads and rivers.

The Mississippi River crosses the center of the State from east to west. A belt of prairie, not less than 200 miles wide, separated from the timber by a line of hills and the mineral belt on the north, by wide stretches of little uplands. Along this line are the uncleared forests of this central belt are vast quantities of iron woods, suited to every purpose of manufacture.

In the heart of the agricultural belt sits Montgomery, with its river and six railroads—the commercial center of the farming region; a few miles north and south lie the cheap fuel and the cheap timber, cotton, iron and timber regions of a State more richly endowed in these respects than any other State in the American Union. These rich farming lands, already recovered from the ravages of the late war, are still to be had for from \$3 to \$15 per acre, while vast bodies of timber lands are still in the hands of the Government, at \$1.25 per acre.

Montgomery only asks that the man of enterprise will come and see for himself. Cheap iron, cheap fuel, cheap cotton, cheap timber, and a growing population of five hundred people presents to the manufacturer, unsurpassed on

and the man of capital fuel, cheap cotton, cheap timber, and a growing population of five hundred people presents to the manufacturer, unsurpassed on the American Continent.



EXTENSIVE DEVELOPMENT.

Lowndesboro, Ala., The town of LOWNDESBO, in the south-eastern portion of Alabama, is situated about 100 miles from Montgomery, and is about 10 miles from the Gulf of Mexico. It is one of the most important cities in the State, and is the seat of the Lowndes County. It is the largest city in the county, and is the center of the cotton trade. It is the largest city in the State, and is the center of the cotton trade. It is the largest city in the State, and is the center of the cotton trade.

Benton, Ala., is situated on the Alabama River, sixteen miles from Selma and thirty-five miles from Montgomery, in Lowndes County, Alabama.

Benton has a population of about five hundred, and a tributary population in the surrounding counties of three to four thousand. It has fifteen general stores, two drug stores, three churches, Methodist, Baptist, and Presbyterian, and a good public school.

Its annual shipments of cotton amount to from eight to ten thousand bales.

The lands surrounding Benton are productive and well watered; timber is abundant.

The price of lands ranges from \$3 to \$10 per acre. Markets are accessible and climate healthful.

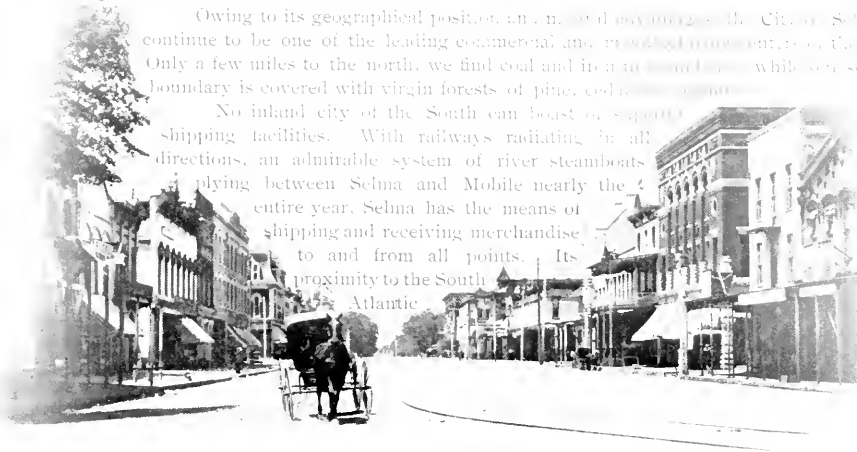
This section offers excellent inducements for general agriculture, truck farming and manufacturing.



Selma, Ala., is a thriving city with a population of fifteen thousand people, located in Dallas County, which is one of the counties of the State of Alabama. It is on the bank of the Alabama River, one of the great rivers of the Belt. This part of the State is so called on account of the rich lands which constitute this geological division.

Owing to its geographical position, and in all probability the City of Selma will continue to be one of the leading commercial and manufacturing centers of the South. Only a few miles to the north, we find coal and iron in abundance, while our southern boundary is covered with virgin forests of pine, cedar and cypress.

No inland city of the South can boast of superior shipping facilities. With railways radiating in all directions, an admirable system of river steamboats plying between Selma and Mobile nearly the entire year, Selma has the means of shipping and receiving merchandise to and from all points. Its proximity to the South Atlantic



LOOKING NORTH ON BROAD STREET, SELMA

and Gulf ports, makes it an excellent point for export business.

The following are the railroads entering the city:

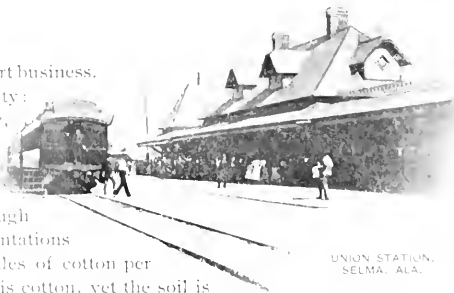
Western Railway of Alabama, the Southern Railway, Mobile & Birmingham, Pine Apple & Selma (a branch of the L. & N. Railroad), and the Birmingham, Selma & New Orleans Railroad.

The country contiguous to Selma, through which the above lines run, is very fertile and its plantations supply Selma with about one hundred thousand bales of cotton per annum. While the principal product of its farms is cotton, yet the soil is capable of producing nearly every variety of vegetation grown in the United States. Selma is the chief commercial center of this section of Alabama.

The climate of Selma is exceeding mild and healthful. The heat of the summer season, tempered by the cooling winds of the Gulf, seldom reaches ninety-five degrees, and the mildness of the winter season is most attractive to those who have experienced the hardships of Northern climates.

A perfect drainage system was completed several years ago, and covers the largest portion of the city. This system of underground drainage (the Waring System), is constantly being extended, and it is, to a great extent, destroyed all malarial influences and other local causes that might produce sickness.

Selma has water works, a system of electric and gas light, and a first class fire department, equipped with the latest Gamewell Fire Alarm System. Its streets are broad, lined on either side by



UNION STATION,
SELMA, ALA.

Submitted: 1 July 1998



DALIAN ACADEMY OF ARTS

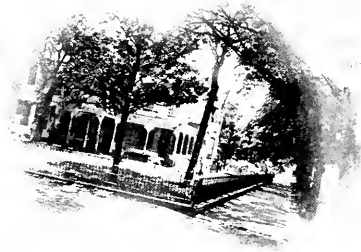




Yonkers, N. Y. - 1880

There are no other houses
in the factory, so it is

The Interior



1880





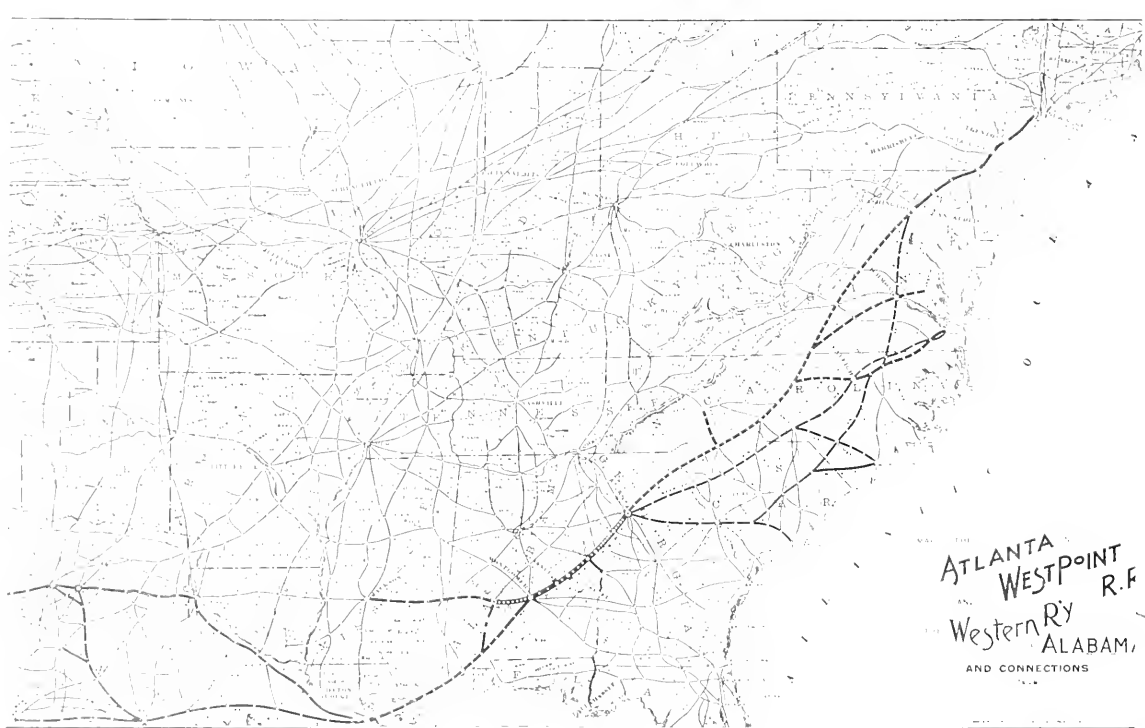


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The Heart of the South



ALONG THE LINE OF THE
ATLANTA AND WEST POINT RAILROAD
AND
WESTERN RAILWAY OF ALABAMA.



ATLANTA
WESTPOINT R.F.
Western Ry
ALABAMA,
AND CONNECTIONS

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